



Minnesota Transportation Museum

MINNEGAZETTE

September/October 1982

About the Cover

Freshly-restored Duluth Street Railway streetcar No. 265 headed out on the main line of the Como-Harriet Streetcar Line on September 6, the first day of 2-car operation on the line since 1954. Twin City Rapid Transit car 1300 waited on the siding. Photo by **Mike Buck**.

Membership Meeting Nov. 16

The next general membership meeting is at 7:30 p.m. on Tuesday, November 16 at the Northwestern National Life Insurance Co. at Nicollet Mall and Washington in downtown Minneapolis. See you there!

Be an MTM Officer in '83

The 1982 Nominating Committee would like to hear from you if you are interested in serving on the museum board of directors next year. The committee's job is to recommend a slate of candidates to the membership at the annual meeting on Jan. 18, 1983 who, in the committee's opinion, represent the most able and qualified people available to serve. The recommended slate, of course, must stand for election among any other candidates whom the members may nominate.

We are a democratic organization, and we have not generally elected our officers based on their seniority in the organization. Many of our present officers became museum members only shortly before being elected to the board. We are looking for capacity to lead, administer and function as part of the team. If you feel you can spare many hours of your time, and if you are looking for challenges, please don't hesitate to contact one of those on the nominating committee.

1982 Nominating Committee
Bob Ball
Bill Graham
Judy Sandberg

News Deadline

The deadline for submission of articles and photos for the November/December **Minnegazette** is **November 1**. To assure quicker delivery, please use the address below rather than the museum post office box.



Published bi-monthly for members in good standing of the Minnesota Transportation Museum, Inc.

Articles and photos of museum interest are always welcome and will be returned upon request.

Please address all communications to the editor,

Fred Rhodes, Minnegazette
10409 Nicollet Circle
Bloomington, MN 55420

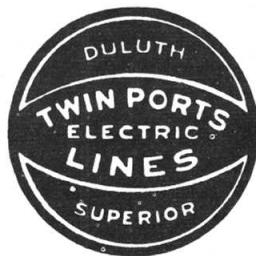


Car 265 led 1300 down the S curve to Lake Calhoun in this scene taken from the William Berry bridge. Photo by **Mike Buck**.

DSR 265 Restored!

From cottage to revenue service—in 9 years

Nine years of painstaking restoration on No. 265 came to an end on Saturday, July 24 when the former Duluth Street Railway streetcar began revenue service on the Como-Harriet Streetcar Line. No. 265 thus became the long-awaited second car on the line. The first revenue run of 265 coincided with the celebration of the line's half-millionth passenger since museum operations began in 1971.



The bright, shiny car rolled out of the car barn in mid-afternoon for the double celebration and relieved TCRT streetcar No. 1300 which has been the museum's workhorse for the past 12 years. The news media was on hand to record the events for the TV newscasts and newspapers.



Restored Duluth Street Railway car No. 265. Photo by Mike Buck.

Diamond in the rough

Loren Martin, project leader of the 265 restoration effort, recalled the day in 1973 when the former summer cottage and bunkhouse was extracted from its roost in the woods near Solon Springs, Wis. He recounted its years from then until its inaugural revenue run.

Search for a second car

Since the beginning of museum operations on the Como-Harriet Line in 1971, it has been the desire of the museum to have a second car on the line, not only as a backup car for 1300, but to help haul the overflow traffic on busy days. It also would provide another car, although only slightly different, in which to ride through "The Glen."

Over the years museum members have traipsed through the woods and fields looking for Twin City or Duluth streetcar bodies that might find their way back to a track without insurmountable restoration. Several possible candidates exist in the state and elsewhere, some in very good condition considering the many years removed from service. Most, however, are unavailable for purchase for numerous reasons.

A couple of Duluth gate cars—still in the original configuration complete with the private motorman's door and wire rear gates—are cherished by their owners up north and are among the untouchables, as of now. Unlike their Twin Cities counterparts, over 50 of Duluth's TCRT-built streetcars never were rebuilt either into front exit gate cars or into one-man cars. Also, almost all cars were sold off rather than scrapped which explains why many of these cars are still around. One of these cars, hopefully, may fulfill the museum's desire of operating an original gate car on the Como-Harriet line. In the meantime, rebuilt one-man car 265 was discovered.

Originally TCRT No. 1791

What does original TCRT car 1791 and DSR car 265 have in common? They are both the same streetcar! Car 265 was built in December 1915 at Snelling Shops in St. Paul as Twin City Rapid Transit Co. streetcar No. 1791. It operated on Twin Cities routes until May 1916 when it, and cars 1789, 1790 and 1792, were sold to



Snow-covered bunkhouse/car 265 when discovered by MTM during the winter of 1972-73.



A new style TCRT deck roof? This roof helped keep 265 high and dry in the woods for 34 years. Photos by Paul Joyce.

Duluth for its Morgan Park extension. The four cars were renumbered 263 through 266 respectively. Thus, 1791 became 265. While disassembling portions of 265 during restoration, members found "1791" stamped into several pieces of wood.

For those of you who insist you saw TCRT car No. 1791 operating in the

1940s and 1950s, you're right! A second 1791 was built in late 1916 to replace the original 1791. In fact, TCRT built duplicates for all used streetcars sold to Duluth so that there would be no gaps in the car rosters. Car 1791 "II" operated in the Twin Cities until the end of rail operations in 1954.

Rebuilt in 1929

Like all other streetcar companies of the period, DSR cut operating costs in the 1920s by converting much of its fleet to one-man operation. Car 265 was one of the last cars to be converted to one-man operation when it was rebuilt in 1929. DSR converted 73 of its 154 cars to one-man operation.

Unlike Twin City Lines cars, Duluth converted its cars from private motorman's door gate cars to one-man cars directly, skipping the intermediary step of rebuilding the cars first to front exit gate cars. Duluth rebuilt nine cars to front exit operation and only one of those, No. 268, again to one-man.

The heavy rebuilding job included replacing the private motorman's door and adjoining right front window with an unusually wide (52-in.) set of double folding doors in the front and replacing the double or triple gates with an unusually narrow (33-in.) set of folding doors and a narrow window in the rear. The extra wide front doors forced a rearrangement of all windows at the front of the car resulting in the peculiar off-center motorman's window.

Unlike Twin City Lines cars which were rebuilt into one-man/two-man cars, Duluth rebuilt cars left no mistake about their intentions—they were to be one-man cars only.

The most obvious one-man differences between 265 and 1300 is the absence of the conductor's answer bell and rear fare box post on 265. Museum members had to add hidden buzzer boxes at each end of 265 to signal each other for the cars' two-man operation.

The rear doors of Duluth one-man cars were treadle-operated. The doors opened when the exiting passenger stepped on the stair plate. This mechanism was too cumbersome to rebuild so the rear door was rebuilt with air operation, controlled by the motorman, the same as on car 1300. **Frank Sandberg** designed both door opening mechanisms and built the front one. **George Isaacs** built the rear mechanism.

The most obvious interior difference, however, is the dominating presence of the large Peter Smith coal stove located directly behind and to the left of the motorman. The car originally had a TCRT coal stove. All Twin Cities cars had their stoves removed during rebuilding.



Car 265 as a cottage/bunkhouse when it was discovered in 1972 complete with a bedroom at the rear of the car, shown, and a full kitchen at the front.



Reversible seats? No, the owners had turned one around to make a kitchen booth inside car 265. Note the protective passenger screen still on the window. Photos by Paul Joyce.

Duluth rebuilt cars had 8 rows of cross seats (as compared to 7 on Twin City cars) with the extra set towards the rear resulting in shorter longitudinal seats in back. Duluth utilized the large rear platform of its cars by adding a curved bench which increased the rated seating capacity of the one-man cars to 50 as compared to 1300s 48 seats.

Like the Twin City cars, Duluth removed the front bulkhead doors during rebuilding but, unlike the Twin City cars, retained the sliding rear bulkhead doors. Electric lights were moved from the top of every other window post to the ceiling—two rows of lights as opposed to 1300s one row.

Duluth cars had much interior lettering—from instructions on how to open the treadle doors, where to place luggage, no smoking, to directing passengers to exit at the rear—which yet has to be reapplied.

No. 265 was retired in 1939 with the abandonment of the Duluth-Superior Street Railway system. The car was sold to a couple who used the car body as a summer cottage. MTM discovered the car body in 1972, found out it was for sale, and negotiated its purchase for \$300.

How did we do it?

Car 1791 (265) was built in days. It was rebuilt extensively for one-man operation in days. Restoration of 265 took nine years. Why? There are as many reasons as there are people who helped restore the car.

First of all, we did not have the benefit of a milling shop, a machine shop, nor an electrical shop in which to send the cars' parts, as in the grand old days of Snelling Shops. Nor even a heated building in which to work.

Nor did we have the complement of full-time experienced craftsmen who spent their entire lives reconditioning streetcars as at Snelling. Finally, we had virtually no spare parts for the car and little money with which to purchase of manufacture parts. How did we do it?

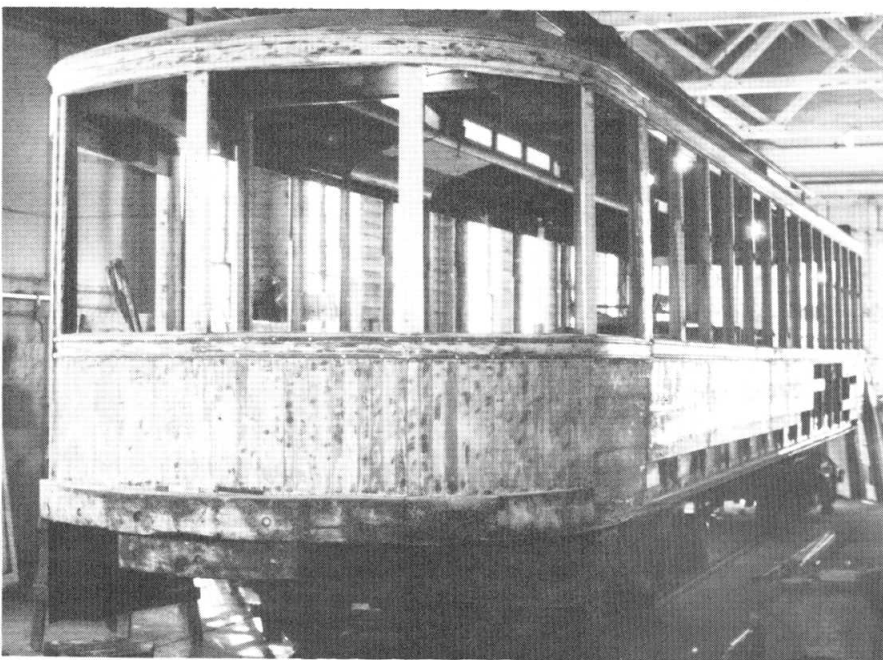
We did it with the help of a railroad, cash and material donations from members, nonmembers, businesses, societies and, most of all, from a generous supply of elbow grease donated by a large group of streetcar buffs/museum members all of whom were inexperienced in the art of taking a streetcar apart and putting it back together again.

MTM moved into its 3-track wooden shop building, leased from Burlington Northern Railroad, in 1973. Car 265 was hauled into the shop on September 20 of that year. The first timetable for completion of restoration was ambitiously set for the nation's Bicentennial in 1976.

As the first months were ripped off the calendar, it became apparent that Como Shops was not Snelling Shops. Each move had to be planned and coordinated with decisions to be made at every turn. Do we refinish or replace? On and on with each critical part.



A crane lifted the carcass of 265 from the woods in Solon Springs, Wis. onto a flatbed trailer truck on Sept. 20, 1973 for the trip to Como Shops.



Car 265 began receiving new wainscoting on its front end in March 1975. Photos by Loren Martin.

Instead of a 40+-hour work week with experienced carpenters, electricians, and machine shop specialists working on 265 as in the 1920s, MTM had varied handfuls of volunteer laborers from all walks of life working one evening per week (and not at all during winter cold spells).

After 34 years in the woods, the snow, cold, and moisture had taken its toll on the old car. Though the car was protected from the elements by a well-built roof, it was clear that all exposed interior wood had to be either refinished or replaced. Thus, the old car was systematically stripped down

to its skeleton, but not before members photographed every inch of the car and made tracings of the intricate decaled lettering.

Old blueprints of the 1929 remodeling were located and the job of refinishing or fabricating new parts began. A complete new oak tongue-and-groove floor was laid. All interior trim was refinished, restained and varnished in many members' homes. All wiring and air piping was replaced. In most cases there was nothing to replace! A new canvas roof was put on.

Runs on CTA trucks

The hardest part to find in any streetcar restoration is the running gear. Car 265 was no exception. Upon abandonment, all car bodies were sold without the trucks which found their way to the metal scrap dealers. No extra Duluth or Twin City trucks are known to exist so a new pair had to be fashioned.

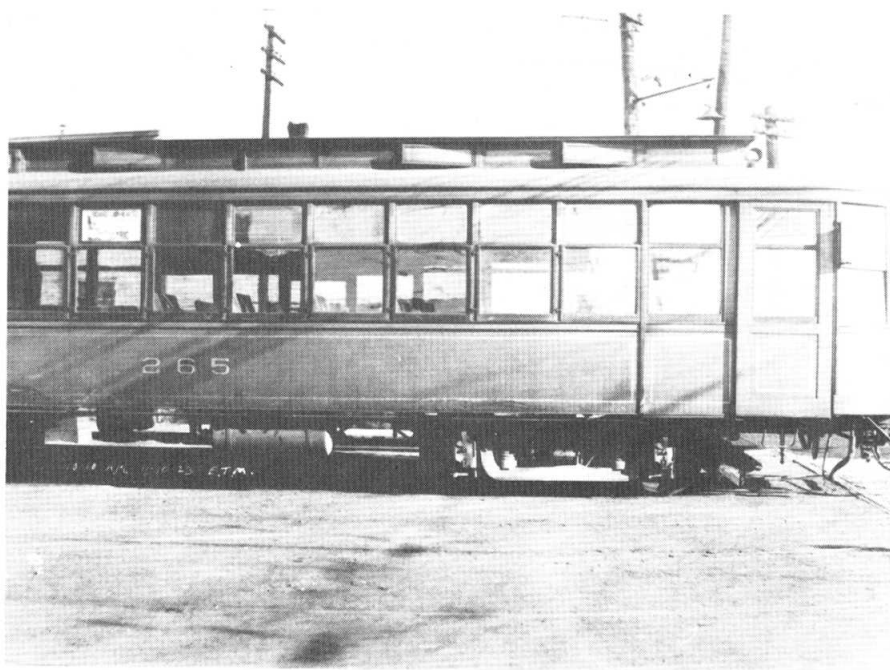
MTM bought a pair of used Chicago Transit Authority (CTA) Baldwin elevated car trailer trucks. Although they looked similar to TCRT-style Baldwin motor trucks, they had to be rebuilt to accept the GE 57 motors. **George Isaacs** and many others worked for three years on the trucks, cutting them to size with much welding and installing the motors to make them run. Each set of trucks has only one 50-hp motor instead of the two for each truck as on car 1300.

The motors, air compressor, and resistor grids for 265 came from a 1907 TCRT-built electric locomotive, No. 20. At the end of streetcar operations in 1954, TCRT sold No. 20 to Northern States Power Co. Subsequently the locomotive was retired and dismantled for parts.

Car 265 is controlled by a K-43-F2 controller, the same type used by 265 all of its life, donated by George Benson of Seattle.

Duluth vs Twin Cities

Although car 265 was built as car 1791 by TCRT and was identical to Twin City Lines cars in the early years, Duluth and Twin Cities streetcars gradually acquired their own subtle differences and identities. The major differences were created during the rebuilding of the cars to one-man operation; each company used its own set of plans.



Car 265 as a two-man gate car in 1923. Note the private motorman's door which slid to the rear over the first passenger window. The door was replaced by the present passenger doors during rebuilding to one-man operation in 1929. Photo by E.T.M.; Loren Martin collection.



Car 265, as a gate car, westbound on E. Superior St. and 13th Av. E. in Duluth at 10:30 a.m. on December 29, 1925. Photo by E. T. M.; Byron D. Olsen collection.

During restoration, a member would suggest that this headlight be used or that mirror be installed. **Loren Martin**, a stickler for detail, was often heard to say, "This is a Duluth car, not a Twin City car!" and would search for the correct item. If it could not be found, it was fabricated.

Thus 265 has a genuine Duluth headlight (which is slightly larger than the Twin City version), a genuine Duluth outside rear view mirror (a different shape than the Twin City style), a different style cow-catcher, its own distinctive style of light bulb brackets and lamp shades, plus many other "little things." Thanks to Martin's perserverance, the car is "Duluth" in every way possible.

Thanks also goes to member **Wayne Olsen** of the Lake Superior Museum of Transportation in Duluth for providing some of the key genuine Duluth streetcar parts such as the headlight.

From Como to Harriet

In the summer of 1980 many of the individual major restoration projects on 265—trucks, interior work, exterior work, front platform, doors—neared completion at the same time. In September of that year, 265 triumphantly was moved out to the Lake Harriet site on a railed flatbed trailer and set on Como-Harriet's rails for the first time (or since 1916?). Car 1300 towed 265 (still missing its trolley pole) from Lake Calhoun up to Lake Harriet Station where it was displayed to the public for the first time. Then 265 was moved into the new carbarn that had just been built for it.

Over the winter the trolley pole was set in place, all wiring connected, air brake work completed, and general other restoration performed. On September 12, 1981, car 265 made its first test run under its own power. After a few test runs, its front truck motor burned out, sending 265 back to hibernation for one more winter.

In the spring of 1982, the door opening mechanisms were perfected, backup controls were installed, the last of the wicker seats put in place, and general other refinements made. And now, after over 15,000 manhours and \$20-\$25,000 in actual expenses, the long-awaited moment arrived.

It runs!

On Saturday afternoon, July 24, 1982 at about 4:30, a dream came true



Car 265, as rebuilt into its current one-man configuration, in service in Duluth in the 1930s. Photo from the Wayne C. Olsen collection.



Bill Graham, on floor, Loren Martin, looking at camera, and Larry Schreiber were among many members who helped lay the new oak tongue-and-groove floor in car 265 in the spring of 1979. The butane gas heater, vented through a car window, kept the interior of the car comfortable as it sat inside the unheated Como Shops building. Photo by Bob Renz.

for MTM members as a sparkling like-new DSR 265 took off for Lake Calhoun with its first load of passengers. Indeed, it was now hard to picture 265 as that slumbering, snow-covered

hulk in the woods of nine years ago.

Car 265's arrival came none too soon. Hardly did 265 enter revenue service when 1300 developed a major

suspension problem in its front truck which knocked it out of service for about a month. Suddenly car 265, after 43 years of inactivity, was seeing daily service once again.

In August, the last major visible pieces of restoration were performed on 265. The cowcatcher, which was completely fabricated by hand from heavy steel piping and stiff crinkled wire mesh, was hung on the car. And the route number box bearing route 7 (Woodland Av.) was hung in the front window. Many little things remain to be done but the car basically is finished.

Today the MTM is blessed not only with a restored streetcar that looks like new, but with a talented team of experienced traction craftsmen whose expertise now is next to none! Now what? Next in the job jar is an incredible hulk if there ever was one.

Next!

Duluth Street Railway car No. 78, an 1893 LaCled Co.-built single-truck streetcar is the collection of timbers and glass that the museum has selected as its next miracle project. If the astonishing results of 265s restoration is any measure of the talents of MTMs dedicated members, then this little bobber could be the grandest creation of all. Its restoration will be discussed in a future issue.

265 Thanks You!

Car 265 thanks all of the members who made its return to service possible. Many, many people worked on the car over the nine year period. **Loren Martin** recalled, to the best of his memory, as many helpers as he could who provided the valuable material, financial, and/or physical restoration to car 265.

As in any restoration, some people spent more time restoring the car than others. Loren wants to recognize these people accordingly and has listed them into three general groups; A, B and C. Although there is a fine line between groups, group A members generally worked above and beyond the call of duty spending countless hours on the car all year 'round. Groups B and C donated correspondingly less time, but still invaluable assistance to the overall restoration effort. If we forgot anyone, please forgive us. To all of these people, 265 thanks you!

GROUP A

Keith Anderson Neil Howes
Ray Bensen Sr. George Isaacs
Ray Bensen Jr. Loren Martin
Mike Buck Ray O'Reilly
Bill Graham Bob Reineck
Jay Halvorson Larry Schreiber
Walt Hotvet

GROUP B

Herb Bodlund Russ Olson
Bob Dumas Bob Renz
Roy Harvey Fred Rhodes
Ken Holley Frank Sandberg
Ted Kane Ken Snyder
Larry Knott Walt Strobel
Tom Lang Terry Warner
Bill Olsen Don Westley
Wayne Olsen Steve Zobbi
George Sennhauser, Jr.

GROUP C

Grant Arneson Tom Lamphier
Ron Beck John Larkin
Bob Bowes Goodrich Lowry
Bernard Braun Bob MacNie
Jeff Braun Dave Norman
Gene Corbey Ray Norton
John Dillery George Obermeyer
Blair Dollery Greg Olson
Phil Epstein Tom Rollo
Scott Heiderich Bob Rusten
Dale Hromadko Bob Schumacher
Paul Joyce Scott Wardrope
General Electric Co.



Bob Isakson, left, and Keith Anderson worked on car 265s center pin prior to installing the rear truck in 1979. Photo by Bob Renz.

Specifications

	As Built in 1915	As Rebuilt in 1929	As restored in 1982
Trucks	Twin City #9	Twin City #6	CTA (rebuilt)
Motors (2)	GE 200	GE 216	GE 57
Controller	K-43-F2	K-43-F2	K-43-F2
Weight (lbs.)	41,700	49,600	N.A.



Car 265 Begins Revenue Service

Restored Duluth Street Railway car No. 265 began regularly scheduled service on the Como-Harriet Streetcar Line on August 4, 1982. The result of nearly 10 years labor in creation and restoration has, for the past month, been repaid many times over. Countless passengers have not only complimented on the beauty of our restorative endeavors, but now inquire whether we will be on any given date, "operating the new streetcar or the old one!"

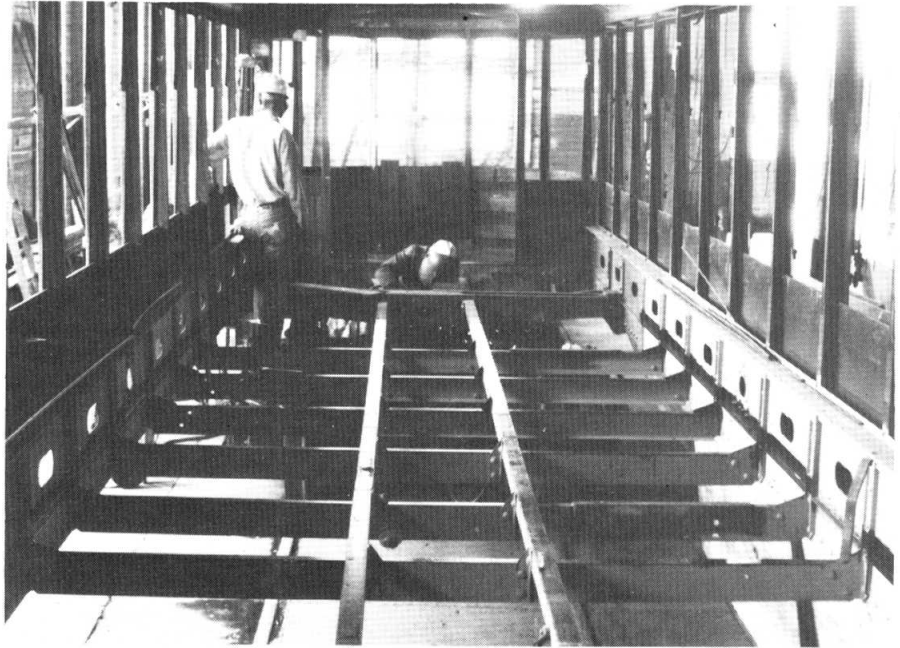
As the operations continued aboard car 265, motorettes, motormen and conductors became more familiar with the car's peculiar operating characteristics. The car itself also began to operate more freely. The braking mechanism no longer was "...fiddle-string tight," potentially propelling operators through the front window sash upon the slightest application. Likewise, the wheel bearings now allowed the car to roll more freely, and not bring the vehicle to a virtual halt everytime the controller was shut off.

Seriously, streetcar 265 must today be viewed in perspective of the highest tribute to all those individuals who contributed their foresight in acquisition, and talents in reconstruction. All too often, one may have lamented at reversals, setbacks, or lags in restoration. Yet, credit and praise must be accorded to those individuals who never lost sight of the ultimate goal, to create faithfully restored light rail vehicles.

Mike Buck
Vice President, Traction

John S. Peterson

Mr. John S. Peterson, for many years a member of MTM, passed away this summer. John was well known to many within the traction division for he annually participated on the Saturday track and right-of-way maintenance sessions at Lake Harriet. He was, in all aspects of the museum's operations, a strong supporter, as well as a helping hand. He will, indeed, be missed. The museum sincerely extends its condolences to the Peterson family.



Car 265 was pretty well gutted out to its steel skeleton by August 1975. Casey Bensen, left, and Ken Snyder worked at the rear of the car. Photo by Loren Martin.



First day of 2-car operation on Labor Day, Sept. 6, 1982. DSR 265, right, posed on the main line while TCRT 1300 sat on the siding. The cars are sitting on the concrete pedestrian underpass near 42nd St. on what used to be the original double-track Como-Harriet line. Car 1300 is sitting on the old northbound main line while 265 is sitting on the old southbound track. Photo by Bill Graham.



Car 265s restored interior. It took seven years to fill in the skeleton shown at left. Car 1300 can be seen through the rear window. Photo by Mike Buck.



Calendar of Events

October 19: Board of Directors meeting.

October 31: Last day of scheduled Como-Harriet Streetcar Line service for 1982.

November 16: General membership meeting at Northwestern National Life.

December 7: Board of Directors meeting.

January 18, 1983: Annual membership meeting and election of officers.

Grand Av. Streetcar Line Proposed

Another restored streetcar line has been proposed, this time on Grand Av. in St. Paul. This project joins a list of neighborhoods that once had streetcars and would like to see them back.

The Grand Av. line would operate on about a mile of track (still embedded in concrete but buried beneath 3½ inches of asphalt) between Dale St. and Lexington Pkwy. and possibly further. The streetcar would serve the long commercial district along Grand and operate mid-day hours only for the benefit of shoppers.

Like other streetcar line proposals, officials of this project do not know where the streetcar would come from or exactly who would pay for it (presumably the Grand Av. merchants).

MTM often is consulted by planners on costs and potential problems of operating a streetcar line. When told, the plan is never heard of again. However, MTM wishes the project well. We, like all other streetcar buffs, won't be happy until we see 523 miles of streetcar tracks in the Twin Cities again!



San Francisco Cable Cars Take Vacation

If you're going to San Francisco soon to ride the city's historic cable cars, you'll have to settle for a streetcar ride instead. The 109-year-old system shut down on September 22 for a \$58.2 million rehabilitation that is expected to take at least 20 months to complete.

All cables, pulleys, track and associated equipment will be replaced. Four separate motors will power the system instead of the single 750-horsepower motor. The cable cars and the car barn itself also will be renovated. The cars are expected to begin climbing the hills again by June 1984.

MTM Performs Its First CHSL 2-Car Operations

The museum performed the first multiple unit operation on the Como-Harriet Streetcar Line since 1954 on Labor Day, Monday, September 6. Crews assembled early to ready the two streetcars and to receive special operating instructions for the special movement. The day provided a first-test situation for the new overhead line recently installed over the passing siding, located at the Lake Harriet Station area.

Nine MTM members staffed the operation; **Terry Warner, Ray Bensen Sr., Bill Cordes, Greg Olson, Ray Norton, Larry Knott, Roy Harvey Sr., Loren Martin, and Mike Buck.** Streetcar 265 headed down the line first, followed a few minutes later by car 1300.

After a few trial runs, service was being provided to our patrons on a 7-minute headway. That is, every seven minutes, a streetcar departed the north switch bound for Lake Calhoun. That compares to a minimum 11 or 12 minute headway provided by single-car operation. We proved to ourselves and to any questioning individual that the restored Como-Harriet Streetcar Line was capable, in fact, of providing safe, efficient and frequent service to substantial numbers of people! To those members who participated, I say, "a tip of the hat for a job well done!"

Mike Buck
Vice President, Traction



Pedestrian underpass beneath the Como-Harriet Streetcar Line. Car 1300 is at left while 265, with its notable dark red front doors, passes during the first 2-car operations on Sept. 6. Photo by Bill Graham.



Passengers aboard DSR 265 on the siding, left, and TCRT 1300 on the main line, waited patiently while this picture was taken of the Como-Harriet's first multi-car operations since 1954. The 9-man crew involved in the September 6

2-car operation was, from left, Mike Buck, Roy Harvey Sr., Loren Martin, Ray Norton, Greg Olson, Bill Cordes, Terry Warner, Larry Knott, and Ray Bensen Sr. Photo by Hudson Leighton.

Half A Million!

Como-Harriet Ridership Reaches Milestone

Mary McMinn, of Bloomington, Minn., was honored as the 500,000th passenger to ride MTM's restored Como-Harriet Streetcar Line since operations began on August 28, 1971 during ceremonies at Lake Harriet Station on Saturday, July 24. The celebration interrupted the fourth run of 1300s afternoon schedule and was well attended by many member-operators in uniform.

Ms. McMinn, who is a buyer at Sears Roebuck and Co., was awarded with an operator's hat complete with "motorman" and "conductor" badges, MTM and TCRT shoulder patches, and an autographed copy of *The Electric Railways of Minnesota* presented by author **Russell L. Olson**.

The highlight of the afternoon's activity, however, was the unannounced, but planned, official first revenue run of newly-restored Duluth Street Railway streetcar No. 265. This run climaxed nine years of hard work dating back to the day in 1973 when this car body was fished out of the



Mary McMinn, the Como-Harriet Streetcar Line's half-millionth passenger.

woods near Solon Springs, Wis. after spending 34 years as a summer cottage. Mary, our half-millionth passenger, made the first formal run at the controls of 265 under the watchful eye of 265 restoration project leader, **Loren Martin**.

For two runs the car was jammed with visitors, members, and media people, all of whom appeared to beam with pride at not only the vehicle's beautiful restoration, but also at the smoothness of its mechanical operation. For the traction division, our thanks goes to Mary McMinn for being our half-millionth passenger and to the preceding 499,999 people who have supported the museum's efforts at Lake Harriet since 1971.

A special thank you is extended to those museum members who were able to come to Lake Harriet and who provided moral support for a special day.

Mike Buck
Vice President, Traction



Loren Martin instructed Mary on car 265s controls as TV cameras taped the event for the evening news.



Bill Olsen, left, and **Ray Bensen Sr.**, two of many MTMers present, aboard car 265. Photos by Bob McNattin.

Streetcar 265 Receives Aquatennial Publicity

MTM's restored Duluth Street Railway streetcar No. 265 took on more and more duties this past summer. One such duty was the use of the car as a posing platform for the 1982 Minneapolis Aquatennial "Summer Break" royalty publicity photos. The photograph selected, from some 50 taken during the late April session, featured Aquatennial princesses Diane Rivard and Kathy Fuller with Aquatennial President Edward Fish. The photos graced the official program edition's back cover, as well as the July 19 Minneapolis Downtown Skyway News' front page.

Our thanks goes to the Minneapolis Aquatennial Association for their consideration, the royalty for their courtesy in selecting the Como-Harriet Streetcar Line site, the Skyway News, and to **Loren Martin, Neil Howes, George Isaacs**, and the other MTM members who readied the car for the photography session earlier this spring.

Mike Buck

CB&Q Bell For Sale

A brass locomotive bell from the Chicago, Burlington & Quincy Railroad is for sale. The 75-year-old bell is priced at \$850 and available from **Ken Wingard** at 483-6924.



Official Aquatennial royalty photo. President Edward Fish stood on the front steps of car 265 between Princesses Diane Rivard, left, and Kathy Fuller.



Mary McMinn in good company in front of car 265 including, from left, Neil Howes, Mike Buck, George Isaacs, Russell Olson, and Loren Martin. Photo by Bob McNattin.



Tom With Goat, Not N.P.

In the last issue of the *Minne-gazette*, we said that **Thomas J. Lamphier** was a lifelong Northern Pacific employee before becoming President of Burlington Northern's Transportation Division. Your editor got his "Northerns" headed in the wrong direction. Lamphier spent his entire career with the **Great Northern Railroad**, original home of the former GN Business Car A-1, now MTMs BN Compass Instruction Car B7. A goat's horn to the editor.

CHSL Attendance Down Slightly

During the month of August, the Como-Harriet Line transported 11,838 passengers on more than 380 trips over the mile of track between Lakes Calhoun and Harriet. This figure was 9 percent below the August 1981 total of 13,007. As of September 1, 1982, the ridership total on the Como-Harriet Streetcar Line is down just 1,518 passengers, or 3.5 percent, from the same period in 1981. If exact dates of operation are compared (in 1981 we began operating in late March), this year's figures surpass totals transported the year before by more than 300 riders. The following statistical tabulation shows the monthly totals, including charter ridership.

	1982	1981	Change
May	4460	5834	-23.7%
June	10794	9642	+10.6%
July	14377	14504	-1.0%
August	11838	13007	-9.0%
Totals	41469	42987	-3.5%

As scheduled operations continue into the fall season, we, in the traction division, look forward to a continuation of good ridership. For the post card collector, there is a new single card and five-card package of historical photos available on board the streetcar. Of special note is the five-card package of historical photo postcards. They represent excellent quality reproductions, thanks to the efforts of member **Bill Campion**, from originals dating, in one instance, to nearly the turn of the century.

The cards include a single-truck open motor car, laying over at the Fort Snelling Hotel, an exterior/interior card set of a 70-year-old photo displaying a wood-framed double-truck car near Phalen Park in St. Paul, and the streetcar boat *Minnehaha* on Lake Minnetonka.

Be sure and take that fall color ride through "The Glen" in October!

Mike Buck
Vice President, Traction



The New Brighton Special—Northern Pacific steam engine 328 followed by N. P. Triple Combine 1102, Rock Island coaches 2604 and 2608, Chicago, Madison & Northern coach 6148, Great Northern coach 1096, and Art Pew's "Gritty Palace" parlor car—coming into the stockyards area of New Brighton.



Engine 328 and Triple Combine 1102 nearing the stockyards area. Photos by Bill Graham.

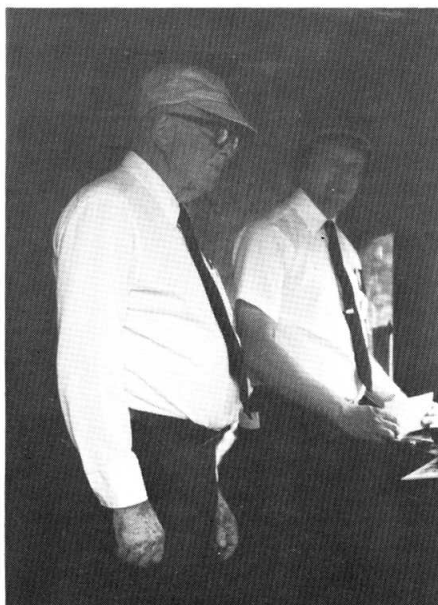
328 Visits Bayport via C&NW

The museum operated a one-day excursion event on August 14 between Bayport and Lakeland Junction, Minn. over Chicago & Northwestern Railroad tracks. It was the last of three events staged this summer in the St. Croix Valley. About 500 people rode the hourly trains over 3½ miles of scenic riverfront trackage. The lazy warm day and unhurried schedule allowed passengers and crew to enjoy a ride on the rail, as well as our little 10-wheeled teapot.

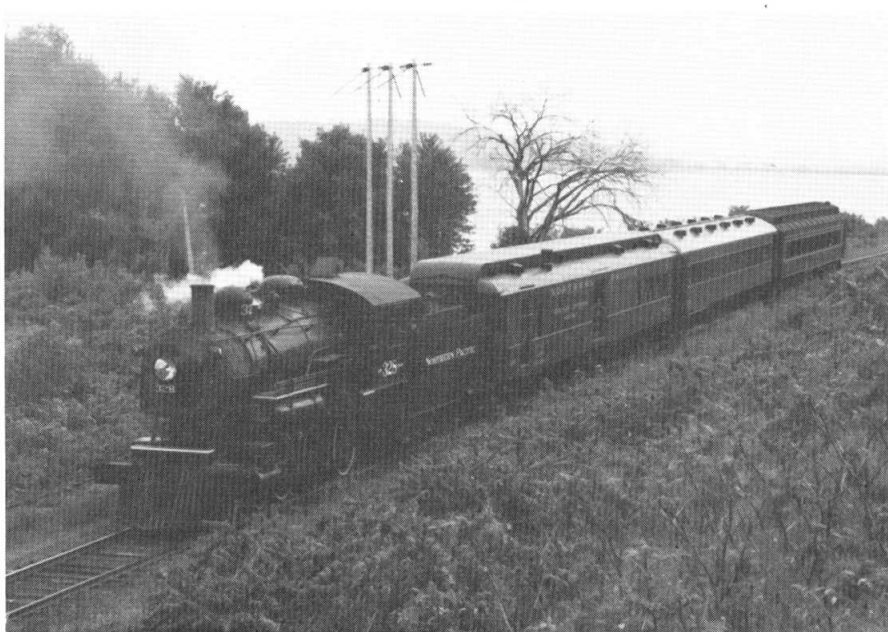
Our train returned unassisted to St. Paul the next day over C&NW mainline from Hudson, Wis. No. 328 got right into the spirit of things by boosting the entire seven car consist up the bluff without missing a beat. The Lake Elmo Fire Department, seeing a pall of smoke on the eastern horizon, rushed out to fight what had to be a prairie fire. They found only 328 resting to build up pressure, and offered us a load of water. She shook the ground passing Lake Elmo, and most of the town turned out to cheer.

Thanks to the Chicago & Northwestern, Councilman Butch Carlson of Bayport, Lowell Satterbak of Anderson Corporation, Northern States Power Company, and the Lake Elmo Fire Department for all their help.

Bill Graham
Executive Vice President



MTM ticket booth at Bayport was manned by, from left, Ray Bensen Sr., Harold Carlson and Loren Martin.



N.P. steam engine 328 followed by N.P. Triple Combine car 1102, Rock Island commuter car 2604 and Chicago, Madison & Northern coach 6148 approaching Bayport on the C&NW main line along the scenic St. Croix River on Aug. 14.

North Star Stops—Starts Weekend Service

Amtrak's daily North Star train from Duluth pulled into the Midway Depot in St. Paul (ahead of schedule) with a full load of 475 passengers Monday night, September 6 for the last time as the latest round of appropriations ran out. No new funds were authorized to keep the seven-year-old train operating.

However, Senator Dave Durenberger, reasoning that the North Star had more than paid its own way in recent months, asked Amtrak officials to recheck their books. Amtrak discovered about \$100,000 of unspent North Star funds and put the train back into service on Saturday, September 18. Amtrak said that the funds will enable it to sustain service, on a weekend schedule only (Fridays, Saturdays, Sundays), throughout the fall and winter.

New legislation will be proposed to help subsidize Amtrak's Twin Cities-to-Duluth round trips next summer. Each year, over two-thirds of the North Star's passengers ride the train between April and August.



New Brighton Special engineer Jim Bertrand and conductor Casey Bensen prepared to couple up 328s tender with 1102. Photos by Bill Graham.

Como Shops Demolished; Rolling Stock Scattered

Going . . . going . . . gone! MTM had hardly hauled the last of its rolling stock out of the Como Shops building and onto the tracks of the south yard on Tuesday night, August 31 when demolition crews began chewing on MTM's leased 3-track wooden shops building. Board by splintered board came tumbling down until our nine-year home became nothing but a memory.

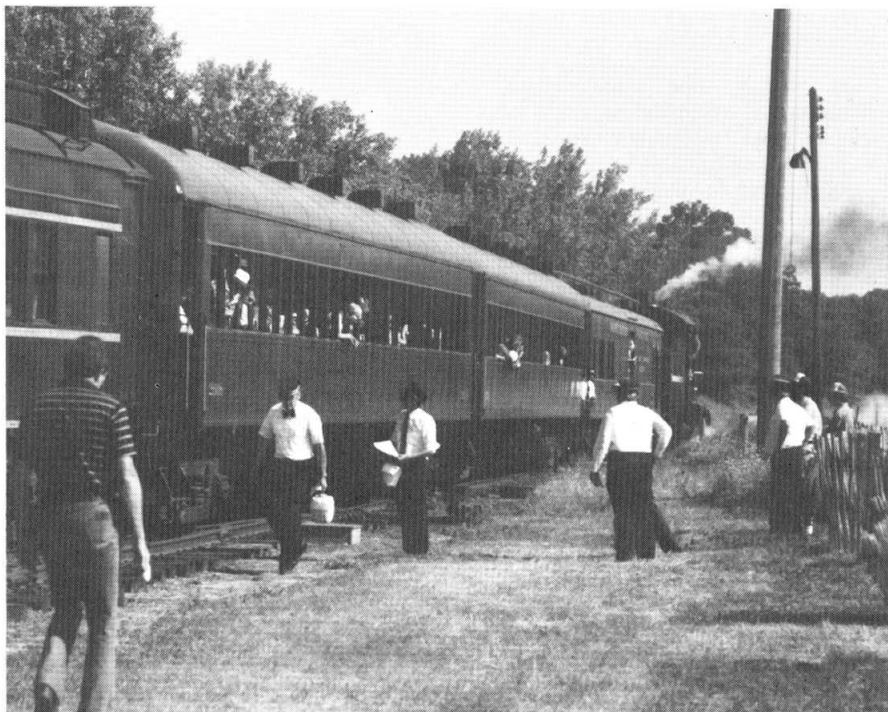
The vastness of the coming **Bandana Square Energy Park** is apparent now as many of the former Burlington Northern shops buildings have been cleared away. Remaining buildings stand seemingly blocks apart separated by freshly graded earth. Somewhere in that earth a trolley line will be born that will transport passengers from Bandana Square to nearby Como Park.

Over 20 pieces of museum rolling stock have to find temporary homes. A search for a permanent restoration site and operating site continues. At the moment our operating 328 steam train is housed at the Minnesota Transfer Railway at Prior and University in St. Paul. Other rolling stock, still sitting on Como Shops trackage, may be moved there also or to other locations yet to be determined.

Our three unrestored streetcars will remain at the former Como Shops site in a building that is to be saved. **TCRT steel-sided streetcar No. 1496** (the ex-trolley church from Inver Grove Heights) is on lease to Bandana Square until its turn comes for restoration. After cosmetic refinishing, it will be on static display. **Duluth 1893 LaCleda-built single-truck streetcar No. 78**, MTM's next traction restoration project, will be moved to the new restoration site and then to Lake Harriet when a third car barn is built. **Mesa-ba interurban streetcar No. 10** also will be moved to the new site.

In addition, members filled 10 boxcars, on extended lease from BN, with spare parts and odds and ends (some call it junk) that will stay on board until a restoration facility is obtained.

Unaffected by the move out of Como Shops are our two operating streetcars at Lake Harriet and our two buses (**Mack No. 630** and **GM No. 1399**) which are stored at MTC's



Getting ready to "head 'em out" at New Brighton on the 11 a.m. run on July 4. Members include, from left, Bob Ball (not in uniform), Bob McNattin, Steve Glichinski, Marty Withuski, and Frank Sandberg.



The New Brighton Special prepared for another trip on July 4. Photos by Bill Graham.

South Garage at Cedar and Interstate 494. Both buses "did time" at Como

prior to their restoration by the MTC in 1980.

Chamberlain TCRT Streetcars Revisited

Last year, member **Paul Rhodes** photographed a row of ex-Twin City Rapid Transit streetcar bodies sitting in a field near Chamberlain, So. Dak., about 350 miles west of where they once ran. The photo appeared in the November/December 1981 **Minne-gazette**.

The car bodies were trucked out there after retirement from service in 1954 reportedly to be used as motel units. The seven bodies never served that purpose and have been rotting away there ever since. Two of the bodies have been burned (see gaps in photo), leaving five for an uncertain fate.

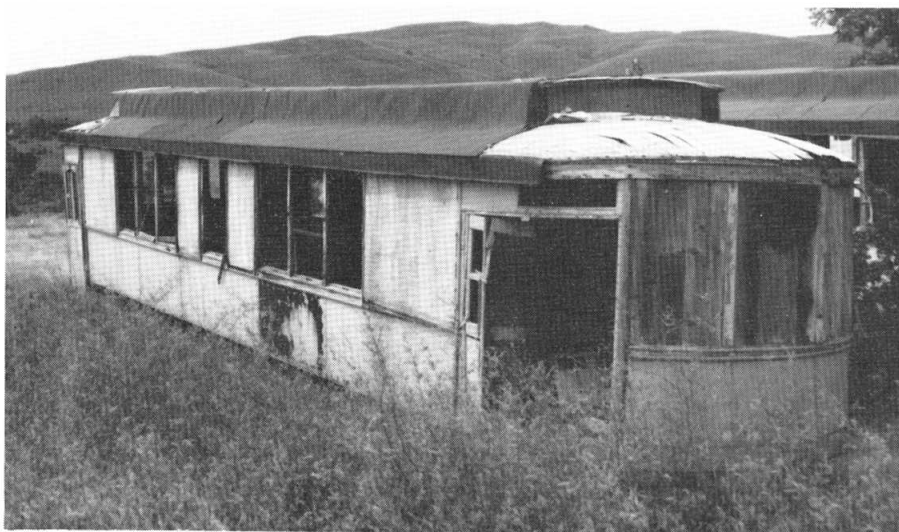
In July, your editor passed through the area and stopped for a closer look to see if any salvageable parts remained. MTM has known about these car bodies for years and presumably other members have visited these hulks because they were absolutely stripped clean. They probably were pretty well cleaned out when they left the Twin Cities.

A flock of pigeons flew out of one of the cars when I walked towards the lineup. Despite the No Trespassing sign and reports of rattlesnakes I boarded each car. However, I did not crawl under the cars looking for gongs! Most cars were empty except for one that had a pile of wicker seats strewn about. I jotted down each car number except for one I could not find. The numbers on the three steel-sided cars showed through the protective yellow paint as well as the Twin City Lines emblems that adorned these cars. The two wood-sided cars had been resheathed so I had to look for their number plates on the bulkheads. These, too, had been removed but the number of one was chalked onto the bulkhead.

All in all it was an interesting visit to this peculiar lineup. It was sad to see these once-great cars in such deteriorated condition. Conversely, it was remarkable to see how well Tom Lowry's sturdily-built streetcars have held up out in the open for 28 years. These cars can be seen easily from Business Loop 90 that connects the two exits to Chamberlain from Interstate 90.



Five of the seven original TCRT car bodies stand in this field near Chamberlain, So. Dak. From left they are steel-sided cars 1826 and 1574, wood-sided cars 1829 and ?, and steel-sided car 1694. The two gaps contain the steel underframes of burned cars.



Ex-TCRT steel-sided car body 1694.



Restoration anyone? Interior of car body 1694. Photos by Fred Rhodes.

Hiawatha Av. LRT Reaches Talking Stage

The plan to build a light rail transit (LRT) line from downtown Minneapolis to Bloomington via Hiawatha Av. advanced another step recently.

The Bombardier Company, a Canadian firm that manufactures LRT equipment, has met with several Chambers of Commerce to help get Twin City commuters back on the rails again. The company is interested in the Hiawatha corridor because of its potential growth along Hiawatha, development of the old Met

Stadium site (the Bloomington terminus of the line), and its proposed route that would take it past the Minneapolis-St. Paul International Airport (via a tunnel under the runways) and the new Metrodome.

Bombardier says it can provide money to start construction of the LRT line, but must find a governmental body to sell bonds to finance the balance of the system. Some financing also could come from taxes generated from new development along the

line. The line could cost between \$10 and \$15 million per mile primarily because of tunneling under the airport.

After the bond sale, the company then would ask the newly-created Hennepin County Railroad Authority to request proposals to build the line. Interested parties then would submit plans, detailed costs, and financing to the county which, in turn, would award the contract.

New LRT Study Proposed for Two Routes

The Metropolitan Council has applied for a grant to study the feasibility of building light rail transit (LRT) lines along University Av. between the St. Paul and Minneapolis downtowns and on the old C&NW right-of-way between downtown Minneapolis and Hopkins. The study would focus on the LRT line's potential to stimulate development along University Av. and in areas where the LRT

would enter the two downtowns.

An earlier LRT study concluded that these two routes were among five where LRT would be feasible. The new study will explore these possibilities in greater depth. A grant from the Urban Mass Transit Administration (UMTA) would provide \$500,000 for the proposed \$650,000 study.



Herb ("Slim") Bodlund, 75, Como-Harriet's busiest motorman. Herb is almost always on standby, ready to sub for that "missing" crew member on 1300. He will bend your ear with fabled stories of his days as a motorman with TCRT in the 1930s. Photo by Bob McNattin.

Join Us!

If being around and riding railroads and streetcars is your kind of fun, the Minnesota Transportation Museum is for you. The museum is always looking for new members. Your support, financial and/or active, is needed to assure us continued growth in the community. Join us today!

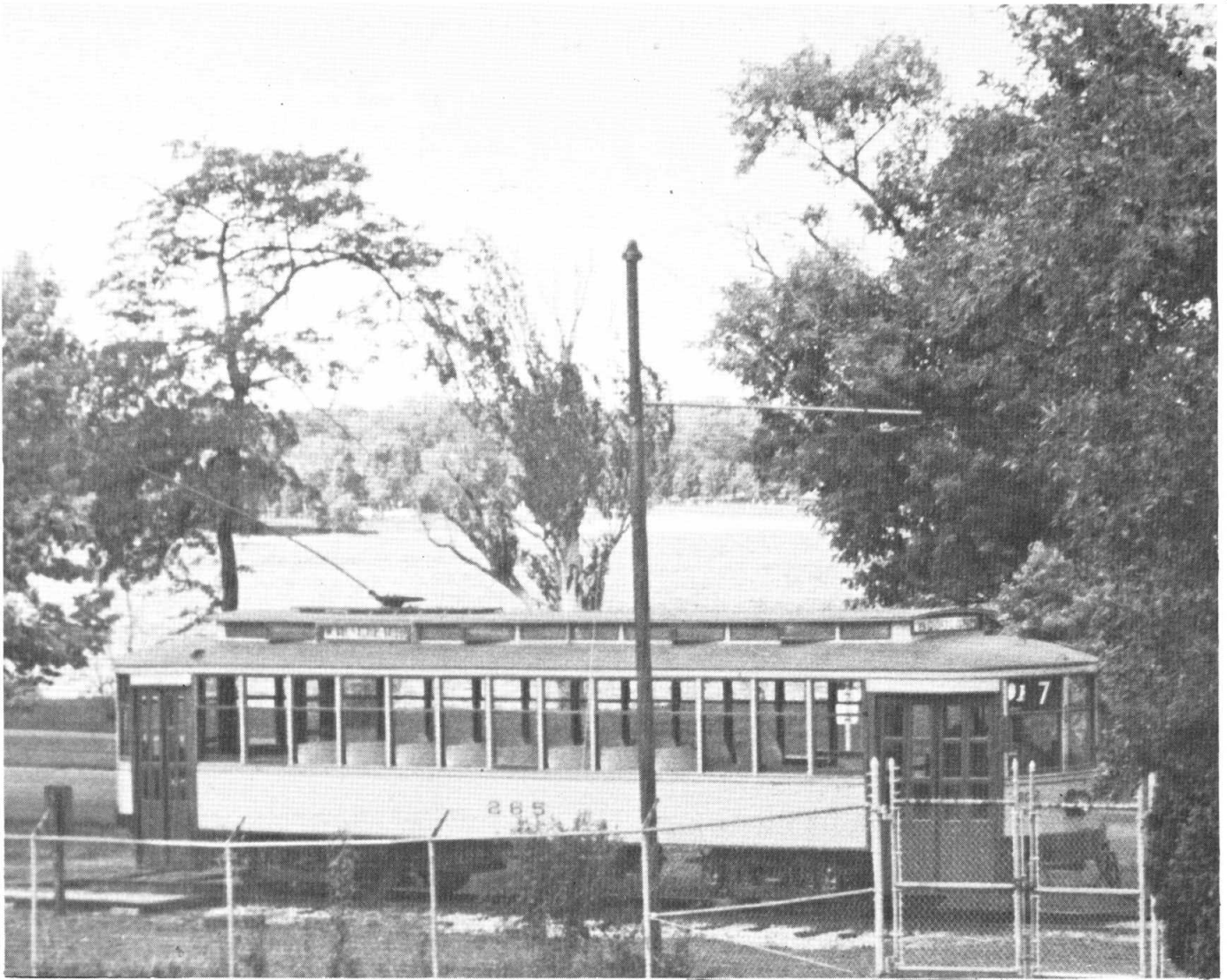
- ☐ MTM FAMILY membership (\$20 per year). All members over 18 eligible to operate museum equipment.
 - ☐ MTM ACTIVE membership (\$15 per year). Eligible to operate museum equipment.
 - ☐ MTM ASSOCIATE membership (\$10 per year).
- All members receive the bi-monthly **Minnegazette** magazine at their homes.
- ☐ I do not wish to join MTM, but would like to contribute to the restoration (tax-deductible).

Name _____ Phone _____

Address _____

City _____ State & Zip _____

Mail to: **Minnesota Transportation Museum, Inc.**
P.O. Box 1300, Hopkins, MN 55343



Restored car 265 paused at Lake Calhoun before the trip back to Lake Harriet. Photo by Mike Buck.

Minnegazette
Post Office Box 1300
Hopkins, MN 55343

Non Profit
Organization
U.S. Postage
PAID
Minneapolis, MN
Permit No. 3844



MINNESOTA STREETCAR MUSEUM

PO Box 16509
Minneapolis, MN 55416-0509
www.TrolleyRide.org

August 2021

Pursuant to board action at the August 5, 2021 meeting of the board of directors and in honor of the 50th anniversary of operation of the Como-Harriet Streetcar Line the attached materials are being republished by the Minnesota Streetcar Museum under the under the Creative Commons "Attribution-ShareAlike 4.0 International" and "Attribution-ShareAlike 3.0 Unported" licenses. You may choose either license as suited for your needs. In particular, the 3.0 license is meant to be compatible with the Wikipedia project.

In general, these licenses will allow you to freely:

- **Share** — copy and redistribute the material in any medium or format
- **Adapt** — remix, transform, and build upon the material for any purpose, even commercially.

Under the following terms:

- **Attribution** — You must give appropriate credit, provide a link to the license, and indicate if changes were made. You may do so in any reasonable manner, but not in any way that suggests the licensor endorses you or your use.
 - **Please credit the *Minnesota Streetcar Museum* and provide our URL www.trolleyride.org** We would also appreciate hearing about your re-use of our materials though that is not a requirement of the license.
- **ShareAlike** — If you remix, transform, or build upon the material, you must distribute your contributions under the same license as the original.
- **No additional restrictions** — You may not apply legal terms or technological measures that legally restrict others from doing anything the license permits.

You do not have to comply with the license for elements of the material in the public domain or where your use is permitted by an applicable exception or limitation.

No warranties are given. The license may not give you all of the permissions necessary for your intended use. For example, other rights such as publicity, privacy, or moral rights may limit how you use the material.

Please review these licenses at the Creative Commons site for full legal code and details on allowed uses:

- Creative Commons Attribution-ShareAlike 4.0 International:
 - <https://creativecommons.org/licenses/by-sa/4.0/legalcode>
- Creative Commons Attribution-ShareAlike 3.0 Unported
 - <https://creativecommons.org/licenses/by-sa/3.0/legalcode>

If these licenses are not appropriate for your needs, for example you want to use the material commercially without crediting us or do not want to share your contributions under the same license please reach out to us for other options.

We Make Minnesota's Electric Railway History Come Alive!